

REMARKS

Non-elected Claims 23-27 are cancelled. These claims were directed to the embodiments of Fig. 7, 8, and 9. Therefore, applicant requests that Figs. 7, 8, and 9 be cancelled and that specification paragraphs 27-29 which describe Figs. 7, 8, and 9 be cancelled.

Non-elected Claims 13, and 16-22 remain in the application along with new Claims 28-32, which are also non-elected claims. However, new Claims 28-32 are dependent on Claim 3, which should be allowable, so these non-elected claims should also be allowable. Claim 15 should now be allowable so that Claim 16 dependent thereon should be allowable. Further, it is submitted that Claim 1 as now amended should be allowable, so Claims 17-22, dependent on Claim 1, should be allowable.

The Examiner has indicated that Claims 3-8, 12, and 15 would be allowable if written in independent form. Claims 3, 7, 12, and 15 have been written in independent form. A change has been made in wording in Claims 3 and 12 in regard to the axle. The claims as previously written, Claims 2 and 11, both referred to an axle "extending through the coupling body." Applicant believes that the language "through the coupling body" may be interpreted in a restrictive manner and since applicant's axle does not extend all of the way through the coupling body, but extends into parts of the coupling body or through parts of the coupling body, rather than "through" the coupling body, to clarify the claims, applicant has amended the language to say "an axle extending into the coupling body." Applicant believes this more broadly indicates that the axle may or may not extend through the coupling body but also may extend through only a portion of the coupling body and not necessarily extend from two surfaces of the body. This would include extending through a portion of the body by extending into a hole in the body. Claims 3-8, 12 and 15 should now be allowable.

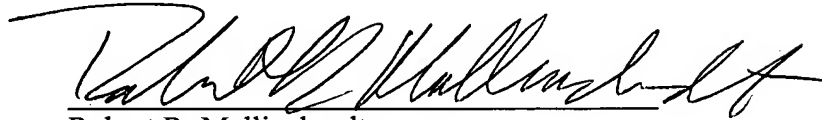
Claims 1, 10, and 14 are amended to define that the set of first class lever jaw members include the power arm, weight arm, and an axle which forms the fulcrum, and, importantly, that the axle has a fulcrum mounting portion that extends away from the arms and is received in a receiving hole in the

coupling body as the sole mounting of a set of lever arms to the coupling body. Away from the arms is away from both arms so would not include a portion of the axle between the arms. Thus, as shown in applicant's Fig. 3, the fulcrum mounting portion of the axle is the extension of the axle beyond the weight arm to which the reference line from J3 extends for each of the sets of lever jaw members. This arrangement, where the sets of lever jaw members are mounted to the coupling body by merely pushing the axle mounting portion into a receiving hole, makes installation easy. There is no need to extend the axle portion between the lever arms through a hole in the coupling body, as in the prior art couplings. Applicant's preferred coupling body includes body cutouts formed by cuts 32, 33, and 34, Fig. 1, through which the axle portion between the lever arms extends. With the lever arms arranged to point inwardly to extend into the pipe receiving opening, a set of lever arms can be moved so that the axle moves through a cutout and the axle mounting portion is inserted into the receiving hole. Once the axle mounting portion is received in the hole, the set of lever arms is rotated so that weight arm J5 is received in coupling groove G1 which then holds the set of lever arms in assembled condition so that the mounting portion of the axle does not fall out of the receiving hole.

If the axle portion between the lever arms extends through a hole in a portion of the coupling body, as shown by both Fisher and Bormioli, one of the lever arms has to be attached to the axle after the axle has been positioned through the hole. Thus in Fisher, the pins 19 and 20 have to be secured to the stems 15 and 16 once the stems are inserted into the receiving holes in the lugs 12 and 13. In Bormioli, the driving lever 24 is inserted through hub 22, Figs. 2, 4, 8, and 9, which is attached to hub 17 after hub 17 and cylindrical body 16 (these form the axle between jaw 15 and driving lever 24) are passed through hole 3 in coupling body flange 2. With applicant's arrangement, each set of lever arm members can be a single piece or a single preassembled unit that is easily mounted to the coupling body. No assembly of the sets of lever arms is required as part of the coupling assembly. This arrangement is not shown or suggested by the cited art so amended Claims should now be allowable.

A check for \$200.00 for two additional independent claims over three (five independent claims total after amendment) is enclosed. Please charge any additional fees due or credit any overpayment to Deposit Account 13-1175 of the undersigned.

Respectfully,

A handwritten signature in black ink, appearing to read "Robert R. Mallinckrodt", written over a horizontal line.

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Salt Lake City, Utah

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